Mayor’s Bicycle Advisory Council

Thursday, June 11
### Bicyclist Fatalities (Jan 1 – May 31, 2015)

**Bicyclist Fatality Statistics**

Year to date total, 2015 (CPD): 2

Year to date total, 2014 (CPD): 2

Year to date average, 2009-2013 (IDOT): 1.2

#### Bicyclist Fatalities by Month

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<td>August</td>
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<td><strong>TOTAL Year to Date (Jan-May)</strong></td>
<td>1</td>
<td>2</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>6</td>
<td>5</td>
<td>7</td>
<td>8</td>
<td>3</td>
<td>8</td>
<td>2</td>
<td>5.8</td>
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</table>

* One bicyclist killed by train, not motor vehicle.

**Note:** fatalities through May 31, 2015 only
Targeted Enforcement

MBAC
June 11, 2015

Katie Bowes
Targeted Crosswalk Enforcement
Bicycle Ambassador Safety Enforcement
Targeted Behaviors - Motorists

**Avoid distractions.**
Nearly 6,000 people died in 2008 in crashes involving a distracted driver. Texting, talking on cell phones and eating while driving are distracting and dangerous.

*US Department of Transportation

For more information, visit chicagobikes.org

**Pass cyclists at a safe distance.**
Keep yourself and cyclists safe by leaving at least 3 feet of space between you and cyclists when passing. Passing cyclists too closely is dangerous and illegal and could result in a ticket.

For more information, visit chicagobikes.org

**Never park in bike lanes.**
Obstructions in bike lanes or marked shared lanes force cyclists to merge with faster moving traffic, endangering them and other motorists. Parking in the bike lane can result in towing and a fine. Park only in designated parking spaces.

For more information, visit chicagobikes.org

**Check for cyclists before you open your door.**
Opening your door into traffic could endanger a cyclist. Crashes due to “doorings” are serious, but are easily avoidable. Check for cyclists every time you open your door.

For more information, visit chicagobikes.org
Targeted Behaviors - Bicyclists

**BICYCLISTS:**

Be visible at night. Use a headlight!

Nearly half of all traffic related fatalities occur in the dark. Stay visible. Stay safe. Use a headlight at night.

*US Department of Transportation*

For more information, visit chicagobikes.org

**BICYCLISTS:**

Always ride with traffic.

Riding against traffic is illegal, dangerous and puts you at risk for head-on collisions. Ride with traffic.

For more information, visit chicagobikes.org

**BICYCLISTS:**

Ride on the road, not the sidewalk.

Bicycling on sidewalks endangers pedestrians and it’s illegal. Ride your bicycle on the street unless you’re under 12 years old.

For more information, visit chicagobikes.org

**BICYCLISTS:**

Obey all traffic signals.

Disobeying traffic signals puts you at risk for crashes with motorists. Bicyclists are required by law to obey traffic rules. Keep yourself and others safe. Be patient. Wait your turn.

For more information, visit chicagobikes.org
Tips for Motorists

Chicago: It’s up to you to make our streets safer for everyone.

STOP
For Pedestrians In Crosswalks
3pm–6pm
The time of day when pedestrians are more likely to be struck by a car. Stay aware at intersections!

3 FEET
Pass Cyclists With Three Feet Of Clear Space
People ride on the street because it’s required by law. Pass them safely.

SLOW DOWN
High Speeds = Serious Injuries
20 MPH = 95% Survival
30 MPH = 55% Survival
40 MPH = 15% Survival

DON’T
Text or Talk While Driving
Drive or Park in Bike Lanes

LOOK
Opening Car Doors
Don’t open doors when you’re behind drivers.

MORE BIKES = LESS CAR TRAFFIC

Share the Road with Cyclists
Drivers want to get where they’re going, and cyclists do too. Know what to expect and learn why cyclists ride where they do.

Know Your Bike Lanes
Bike lanes encourage people to travel by bicycle by giving them a designated space on the street.

ON WIDE ROADS:
Bicyclists typically ride on the right so cars can pass easily on the left. Look for “shared lane” markings on the road and give at least three feet of space.

ON NARROW ROADS:
By law, cyclists may choose to ride in the center of the lane, which keeps them safe from getting “pinched” by passing cars, or forced into the “door zone.” Wait until oncoming traffic is clear and then pass in another lane.

IN A LEFT/CENTER TURN LANE:
The law says bicyclists may use the left lane to turn. Let them merge and don’t follow too closely. Before moving into a left turn lane, check over your left shoulder for bicyclists.

WHEN BIKE LINES ARE OBSTRUCTED:
Bicyclists are often forced to merge with faster-moving traffic to avoid hazards and double-parked vehicles. Slow down and give three feet of space.

BIKE LINES are striped, on-street lanes with a bicycle symbol and an arrow. Be especially cautious when opening your door into a bike lane. LOOK twice, save a life.

MARKED SHARED LANES are not striped but show the bicycle symbol and a chevron; they are typically installed when there is not enough width for a full bike lane.

BUFFER-PROTECTED BIKE LINES are similar to conventional bike lanes, with extra space to keep cyclists further from parked vehicles and opening doors.

BARRIER-PROTECTED BIKE LINES use physical barriers between cyclists and moving cars to help people of all ages feel more comfortable on the street. The lane is usually located next to the curb. Bicyclists may be traveling at a high speed; check and double-check before turning through a bike lane. Cars park between the bike lane and car travel lane.
**Approach Intersections Safely**
Most crashes occur at intersections. Know who has the right of way and how to avoid a collision.

**Turning Left**
Cyclists are often moving faster than they appear. Wait for oncoming cyclists to pass; turning left in front of an oncoming cyclist is illegal and could cause a serious crash. [MCC 9-16-030](9)

**Turning Right**
LOOK behind you for cyclists and wait for them to pass before turning. Turning right in front of a cyclist is illegal and could cause a serious crash. [MCC 9-16-030](7)

**Crosswalks**

**Turning into Crosswalks:** STOP for pedestrians in crosswalks when turning right or left. In Chicago, most car-on-pedestrian crashes occur near an intersection. [Sec. 9-16-007]

**Kids Riding on Sidewalks:** When you see kids on bikes near a crosswalk or intersection, get ready to stop for them. People age 12 and over must ride on the street. [MCC 9-40-000]

**Avoid crashes: Know What to Look For**
A pedestrian could be your friend, your family member or your neighbor. A cyclist could be you. Please share the road with the most vulnerable road users. **Here’s what drivers can do to avoid crashes:**

**Texting: Avoid Distractions.**
It is illegal to text and drive in Chicago. Your primary responsibility is to stay focused and safe while driving. It is illegal to talk on a cell phone unless using a hands-free device. Talking on a cell phone in a school or construction zone is illegal. [MCC 9-16-030, Sec. 5-11-1002.5]

**Pass cyclists at a safe distance.**
Leave at least three feet of clear space when passing a cyclist. Passing cyclists too closely is dangerous and illegal; it can result in a fine. [MCC 9-36-0706a]

**Never park in a bike lane.**
Parking in a bike lane forces cyclists to merge with faster moving traffic, endangering them and other motorists. Driving, parking, standing or stopping in a bike lane is illegal and can result in towing and a fine. [MCC 9-80-35]

**Watch for people riding against traffic.**
If you see a bicyclist riding the wrong way (against traffic), slow down and pass with at least three feet of space.

**Exit blind alleys carefully.**
Always stop before crossing a sidewalk. Honk when exiting an alley, garage, or other places with limited sight lines to warn of your approach.

**Check for cyclists before you open your door.** LOOK for cyclists when exiting and entering vehicles near bike lanes. Crashes due to “doorings” cause critical injuries and deaths every year, yet are easily avoidable. Violations may result in a fine. [MCC 9-80-35]

**At the end of the day, we’re all pedestrians.**
As a driver, you must STOP for all pedestrians in crosswalks; it’s the law. Most pedestrians are hit while legally crossing the street.

It’s up to you to keep Chicago safe. [MCC 9-24-050, Sec. 5-11-1002]

Turning vehicles must STOP for pedestrians in crosswalks; it’s the law. [MCC 9-24-050, Sec. 5-11-1002.5]

Drivers and pedestrians alike have a responsibility to LOOK out for each other. [MCC 9-80-000, Sec. 5-11-1002.7]

Drivers may not overtake other drivers stopped at a marked or unmarked crosswalk. [MCC 9-36-080]

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**CDOT**
Chicago Department of Transportation
chicagobikes.org
chicagogpsafety.org

It's up to you. Be alert. Be safe. We're all pedestrians.
For Additional Information

Web: http://chicagocompletestreets.org/your-safety/enforcement-laws/

Email: katie.bowes@activetrans.org
2015 Bikeways Update

Nathan Roseberry, P.E.
T.Y. Lin, International, Inc. Senior Transportation Engineer
Traffic Engineering Consultant to CDOT Bikeways
Wells Street Green Wave

- Green Waves are coordinated traffic signals set at a speed to allow continuous flow for bicyclists and improved flow for motorists.
  - Minimizes delay, congestion, and vehicle emissions

Photo: Fietsberaad

Copenhagen, Denmark

Photo: MissionBicycle.com

San Francisco, California
Wells Street Green Wave

People riding bikes typically stop at six red lights in existing conditions.

The Green Wave will allow most people on bikes to typically encounter green lights at all intersections.
Wells Street Green Wave

- Traffic signals are coordinated for desirable bicycle travel speeds (12mph)
- New signage for bicyclists displaying signal timing speeds
- Improved travel times for people driving and for people riding bicycles
- Increased red light compliance
Sacramento Blvd – Ogden Ave to Douglas Blvd

- Chicago’s 1st concrete protected bike lane
- Installed in May 2015
Federally Funded CMAQ Package

**Package Summary**
- Over 9 miles of federally funded projects
- Expected start date in July
- Variety of bike facilities:
  - Buffer Protected Bike Lanes
  - Barrier Protected Bike Lanes
  - Concrete Protected Bike Lanes

**CMAQ Projects:**
- Jackson Blvd – Central Park Blvd to Western Av
- Northwest Highway – Milwaukee Ave to Nagle Ave
- Lawrence Ave – Central Ave to Central Park Ave
- Lake St – Ashland Ave to Halsted St
- South Chicago – 79th St to 67th St
- Milwaukee Ave – Elston Ave to Division St

**Lawrence - Central Ave to Central Park Ave**
- 2.5 miles in length
- Upgrading a popular bike route

**Lake Street - Ashland Ave to Halsted St**
- 1.0 miles in length
- Extending a spoke route
Milwaukee Avenue

Extension of a popular spoke route
Mix of parking protected, concrete protected, and buffer protected bike lanes

- 0.8 miles
- Extending a popular spoke route
- Mix of parking protected, concrete protected, and buffer protected bike lanes
South Chicago Ave – 76th St to 67th St

- Extending existing road diet and buffer protected bike lane 2.2 miles further north

**BEFORE**

**AFTER**
Vincennes Avenue

- Extending spoke route north and south
- 103rd to 105th – connect with Major Taylor Trail
- 84th to 76th – focus on closing the gap with resurfacing
- 76th to Marquette – Future Federally Funded Project
Clybourn Ave – Division St to North Ave

Project includes:

- IDOT led project expected to start this summer
- Concrete protected bike lanes from Halsted & Clybourn to Division & Orleans
- Bicycle signals

In addition, CDOT is working to connect the project to Wells Street via Orleans and Oak to fill the network gap.
Thank You!

Website
www.chicagodot.org

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Facebook
facebook.com/CDOTNews
MBAC Award Winners
Please join us for the next Mayor’s Bicycle Advisory Council

Thursday, September 10